SAILING DIRECTIONS CORRECTIONS

PUB 126 6 Ed 2002 LAST NM 12/04

Page 79—Lines 14 to 34/R; read:

Malau (16˚21'S., 179˚22'E.) (World Port Index No. 55556) is situated on shore, 0.6 mile S of Mali Island. This is the site of the Fiji Sugar Corporation bulk sugar terminal. The jetty projects 200m from shore and has a depth of about 11m at its head. Three dolphins, connected to each other by walkways, form the head of the jetty; a loading tower, which is conspicuous, stands on the center dolphin. A wooden jetty, which was in disrepair in 1980, lies close SW of the jetty.

Tugs, fuel, and fresh water are not available. There is a hospital in Malau. An airport, with daily service to Suva, is close by the village.

A mooring about 0.1 mile farther W is connected by a floating pipeline with oil tanks on shore. A timber mill is situated about 0.5 mile farther SW.

Vessels using the bulk sugar terminal are loaded to a draft not exceeding 11m and are restricted to HW departures.

Pilotage.—Pilotage is compulsory. Pilots are arranged via the vessel's agent in Suva with a 48 hour notice given to the Suva harbormaster. Pilot boards approximately 2 miles N of Mali Pass. Arrivals and departures are restricted to daylight hours.

(BA NM 6/04, Section VI) 16/04

PUB 154 8 Ed 2002 LAST NM 13/04

Page 74—Line 25/R; insert after:

A breakwater, with a light at its end, has been reported (2004) to stand about 0.6 mile NW of Norman Point.

(US NM 12/04) 16/04

Page 191—Line 26/R; insert after:

A safety zone has been established around a wreck leaking oil on the W side of Grenville Channel about 0.6 mile ENE of Sylvan Peak; vessels should not anchor or fish within 200m.

(BA NM 11/04) 16/04

Page 230—Line 43/R; insert after:

Caution.—A depth of 2.7m has been reported (2004) to lie about 0.5 mile SE of Logan Rocks.

(US NM 12/04) 16/04

PUB 163 8 Ed 2002 LAST NM 12/04

Page 122—Lines 37 to 45/R; read:

Tanjung Maloh (Tanjung Malok) (8˚55'S., 116˚44'E.), about 3.5 miles further N, may be seen from S to N, and is easily identified by the peculiar shape of a hill, 285m high. When seen from W, this hill is not particularly prominent. The bay SE of Tanjung Maloh affords anchorage in a depth of 18m.

Between Tanjung Maloh and Tanjung Benete lies the port of Benete. The port lies on the S shore of the inlet. Depths decrease regularly from 33m in the entrance, to 20m close off its head. A buoyed channel and leading lights mark the entrance. The port services a large copper mine located inland. A pilot is available and boards vessels approximately 2 miles SW of Tanjung Benete.

(7(785)04 Taunton) 16/04

PUB 164 8 Ed 2003 NEW EDITION

(NGA) 16/04

PUB 173 7 Ed 2002 LAST NM 13/04

Page 74—Line 44/R; insert after:

Anchorage.—Anchorage can be taken 1 mile NW of Pamban Island Light, in depths of about 7m, mud, good holding ground, with Pamban Island Light bearing between 122˚ and 134˚.

(BA NP 38) 16/04

Page 83—Line 42/R; insert after:

Vessels should send their ETA 24 hours in advance. The message should be passed through Colombo Port Radio and the local agents.

(BA NP 38) 16/04

USCG NAVIGATION RULES CORRECTIONS

COMDTINSTM166722D Ed 1999 LAST NM 52/00

Page 6—International: General, Rule 3(a), line 2; read:

including nondisplacement craft, WIG craft and seaplanes, used or capable of …

(USCG) 16/04

Page 8—International: General, Rule 3, add (m); read:

(m) The term "Wing-In-Ground (WIG) craft" means a multimodal craft which, in its main operational mode, flies in close proximity to the surface by utilizing surface-effect action.

(USCG) 16/04

Page 18—International: Rule 8(a), line 1; read:

(a) Any action to avoid collision shall be taken in accordance with the Rules of this Part and shall, if the circumstances of …

(USCG) 16/04

Page 34—International: Rule 18, add (f); read:

(f)

(i) A WIG craft shall, when taking off, landing and in flight near the surface, keep well clear of all other vessels and avoid impeding their navigation;

(ii) a WIG craft operating on the water surface shall comply with the Rules of this Part as a power-driven vessel.

(USCG) 16/04

COMDTINSTM166722D (Continued)

Page 46—International: Rule 23(b), line 3; read:
Rule, exhibit an all-round flashing yellow light.

(c) A WIG craft only when taking off, landing and in flight near the surface shall, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit a high intensity all-round flashing red light.

(USCG) 16/04

Page 48—International: Rule 23(c) (i), line 1; read:

(d) (i) A power-driven vessel of less than 12 meters in length may …

(USCG) 16/04

Page 112—International: Rule 31, line 1; read:
Where it is impracticable for a seaplane or a WIG craft to exhibit lights and shapes …

(USCG) 16/04

Page 114—International: Rule 33(a), lines 1 to 2; read:

(a) A vessel of 12 meters or more in length shall be provided with a whistle, a vessel of 20 meters or more in length shall be provided with a bell in addition to a whistle, and a vessel of 100 meters or more in length …

(USCG) 16/04

Page 122—International: Rule 35(h), line 5; read:
addition sound an appropriate whistle signal.

(i) A vessel of 12 meters or more but less than 20 meters in length shall not be obliged to give the bell signals prescribed in paragraphs (g) and (h) of this Rule. However, if she does not, she shall make some other efficient sound signal at intervals of not more than 2 minutes.

(USCG) 16/04

Page 122—International: Rule 35(i), line 1; read:

(j) A vessel of less than 12 meters in length shall not be obliged to …

(USCG) 16/04

Page 122—International: Rule 35(j), line 1; read:

(k) A pilotage vessel when engaged on pilotage duty may in addition to …

(USCG) 16/04

Page 148—International: Annex I Section 13; read:

13. High Speed Craft*

(a) The masthead light of high-speed craft may be placed at a height related to the breadth of the craft lower than that prescribed in paragraph 2(a)(i) of this annex, provided that the base angle of the isosceles triangles formed by the sidelights and masthead light, when seen in end elevation, is not less than 27°.

(b) On high-speed craft of 50 meters or more in length, the vertical separation between foremast and mainmast light of 4.5 meters required by paragraph 29(a)(ii) of this annex may be modified provided that such distance shall not be less than the value determined by the following formula:

$$y = \frac{(a+17\Psi)C}{1000} + 2$$

where:

- y is the height of the mainmast light above the foremast light in meters;
- a is the height of the foremast light above the water surface in service condition in meters;
- Ψ is the trim in service condition in degrees;
- C is the horizontal separation of masthead lights in meters.

* Refer to the International Code of Safety for High-Speed Craft, 1994 and the International Code of Safety for High-Speed Craft, 2000.

(USCG) 16/04

Page 152—International: Annex III Section I(a), line 5; read:
range 180-700Hz (± 1 percent) for a vessel of 20 meters or more in length, or 180-2100Hz (± 1 percent) for a vessel of less than 20 meters in length and which provide the sound pres- …

(USCG) 16/04

Page 154—International: Annex III Section I(c), line 4; read:
range of frequencies 180-700Hz (± 1 percent) for a vessel of 20 meters or more in length, or 180-2100Hz (± 1 percent) for a vessel of less than 20 meters in length, of not less than the …

(USCG) 16/04

Page 154—International: Annex III Section I(c), Table; read:

Length of vessel in meters	1/3-octave band level at 1 meter in dB referred to $2x10^{-5}$ N/m^2	Audibility range in nautical miles
200 or more	143	2
75 but less than 200	138	1.5
20 but less than 75	130	1
Less than 20	120[*1] 115[*2] 111[*3]	0.5

[*1] When the measured frequencies lie within the range 180-450Hz
[*2] When the measured frequencies lie within the range 450-800Hz
[*3] When the measured frequencies lie within the range 800-2100Hz

(USCG) 16/04

COMDTINSTM166722D (Continued)

Page 160—International: Annex III Section 2(b), lines 4 to 6; read:

length. Where practicable, a …

(USCG) 16/04